

worships should be five to every three of those of foreign powers.

Mr. Duncan asked if the Branch had made any special representations to the Central League in London with reference to the extension of the boundaries of the Colony on the mainland, and the local political changes in the East. He thought our docks and coal depots on the Kowloon side should be better protected than they are at present, and that their protection should not rest entirely with the Fleet. In view of recent developments in this part of the world it appeared to him, and he believed to many others, also, that it was a matter of great importance that our frontier should be extended for the purpose of proper protection for our docks and coal depots.

The Chairman said that last year's representations were made and Mr. Chater's letter on the subject was sent home, but nothing had been done in regard to the recent startling events.

Mr. Duncan intimated that he would move a resolution on the subject.

The report and accounts were adopted.

Mr. Duncan then moved—"Whereas the building of the Navy League is to consider the subject that affects the Navy; and whereas the most important of the naval stations in the East is Hongkong; and whereas several European Powers are now so extremely active in the East that any day might see each province of China occupied by armies and navies of our worst enemies; and whereas Hongkong's vital ports, docks, and coal stations are in range (with modern ordnance) from several points beyond our borders, or within dangerously easy riding distance of non-British territory, be it hereby resolved that in the interests of the Navy as well as for other reasons it is imperative to extend our boundaries without further delay; and that the Navy League should do its utmost to stimulate the Government to action before it is too late."

Mr. Francis seconded and the resolution was carried.

On the motion of Mr. Jackson, seconded by Mr. McGregor Forbes, the President, Vice-President, and the other members of the Committee were re-elected.

The Chaplain, Mr. Gifford, then said: "It is all the same to me, Gentlemen, that is all the same to me, whether you are in the Navy or in the Army. In thanking you for your assistance I am sorry I cannot say 'the dividend warrants will be ready on Monday,' but if we persevere I firmly believe our sons and grandsons will draw those dividends, as we are now drawing those for which our grandfathers wrought (applause)."

A vote of thanks to the Chairman for his able and interesting address was proposed by Mr. Francis and carried by acclamation. This concluded the business of the meeting.

LOCAL NAVAL RESERVE SCHEME.

The following is a summary of the scheme suggested by the local Branch in response to the request of the Central Committee, which urged that local endeavours should be made to raise a Naval Reserve:

China coasters employ China's crews; no local reserve of fighting material could therefore be formed here, the bulk of British seamen entering the port being R.N.R. men.

Citizens, however, make excellent stokers and some twelve hundred of the best of these men could easily be trained by British shipping plying to and on the coast of China.

Wages range from \$14 with keep to \$10 a month finding themselves.

A very small retaining fee—\$10 a year—would secure the best of these men as reserve stokers who could be trained in the torpedo boats and destroyers or the harbour defence ships on the station.

Under existing conditions in China this would appear to be the only practicable scheme of Naval Reserve.

GERMS OF ROYALTY.

CONTRIBUTED BY AN EMINENT BACTERIOLOGIST.

As you can look at a king, so why cannot a ranker regard a royalty? Royalty is an epidemic disease, infectious but not contagious. That is to say, it is in the air, not in the touch. When the Three Tailors of Tooty Syce, for example, amalgamate themselves into a Royal Mutual Admiration Society, the inevitable consequence is the outbreak of Cobblers as the road will go and like and dislike. Thus, even in Hongkong we are up-to-date that the very smallest and least important of our clubs have been the first to set themselves up as royalties, one after the other. It is remarkable that in this epidemic, isolation is the surest way to spread the disease, that is to say, that the smaller and more exclusive a coterie may be, the more certain it is to make other people yearn and become willing victims to the infection as soon as they get it.

Whether Golf is a Royal game than Chess, and if so how much, and why, is a question the Chess Club call itself Royal, and he in the fashion. Call it what you like; Chess is a Royal game and that is better than merely being called so. Golf is called Royal, because the Stuart Kings in Scotland played it; and the Stuart Kings were merely No. 1 brands who never amounted to a row of pins till they left their flasks and came to live in a civilised country, and married into respectable families. Chess is a Royal game, because it is a royal game, from the days of David (who sacrificed the right ear and the left ear to the right ear and the left ear, and captured the other man's queen) to the days when plays French defence and castle on the board at once, and pleads "fiddlers" every move. Still, it is nevertheless a thoroughly democratic game, for a pawn can put a king to rout, and the humblest piece on the board has a chance to become the most powerful. To call a Royal is not merely superficial, it is disparaging; for the game is greater than Royal, as was King of Kings, and he who could make a world of mankind a mighty nation, could make a world of myriads of worlds, could turn sorrow into joy and black into white by the witchery of his poetry, and was offered a kingdom. It is as king James said to one of his sycophants, who was anxious to be made a "titled gentleman" by the inventor of baronetries—"I can make you a knight, but I can't make you a gentleman if God wills it; it is in His hands."

So, a game can be called anything or nothing, and still on the merits, like titled or untitled man, "the play of the thing" and names are nothing, to games or to men. The love of lordly names is a disease, and the Royal Epidemic now prevalent in Hongkong is the acute form. The symptoms of the disease are well-known. The sufferers conceive themselves to be the earth. Quite recently one distinguished patient in Hongkong claimed for himself and his fellow victims that they comprised "the picked flower of the youth and maturity of the Colony" (with the exception of the old men, women, and no doubt, if the disease runs its normal course, the climax will be attained when the patient says such things of himself alone, excruciating even the other patients. We try all we can to fill him up with antidotes.

One most objectionable phase of the disease occurred quite recently and when we drew attention to it, it was denied. But in spite of all that the Secretary of the Cricket Club may say, about the cricketing visitors being "the free men of the Club," there is the fact that there has been a rumour of dissatisfaction among some of the Hongkong Royalties, when they found that gentlemen of "that sort" were being admitted; and it did become necessary for one of the ex-patriates of the teams to say something strong about the hungry murmurs died down. If it is not denied, we must now we will give names and dates, and make things about the Royal Hongkong Cricket Club.

THE PHILHARMONIC CONCERT.

An extraordinary new collection of 100

Company's Solicitors,
Washington, 20th October, 1901.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNERS OF CARGO per Steamship "BELGIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 29th November, 1897. (1-17)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, LOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered as can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. *Arctida*.
From Australia, ex S.S. *Uitendacle*.
From Calcutta, ex S.S. *Palawan*.
From Penang, &c., ex S.S. *Henry Balfour*.
Goods not cleared by the 5th December at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 29th November, 1897. (1-17)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered as can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From Port Said, ex S.S. *Pyralis*.
From Madras, ex S.S. *Lodona*.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 6th prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 30th November, 1897. (1-17)

Intimations.

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carte D'Or

Carte Blanche

Sillery

Chateau de

Jemli

Messrs. DODWELL CARLILL & CO., HONGKONG.

AGENTS FOR M. OPPENHEIMER & Co., Paris.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the distinguished CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRE'S BICYCLES—PRICES—\$185.

A special reliable Watch made for this Climate

Quality B. \$16

Quality B. \$18

14, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Mitsui Coal Mines, Onoda Coal Mines, Kanagawa Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Kaigai Fumiki Co., Ltd., Japan, The Nippon Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Limited, Hayashi Clock Factory.

Hongkong, 17th December, 1896. (154)

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

31, WATER STREET, YOKOHAMA,

35, DIVISION STREET, KORE.

Hongkong, 25th March, 1896. (147)

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU..... J. Jones	NAGASAKI, KOBE and YOKO..... HAMA	MONDAY, 20th December, at 4 P.M.
SANUKI MARU..... W. Townsend	MARSEILLE, LONDON and ANTI-WERP, via ST. PAUL (Transshipping Cargo for JAPA PORT), COLOMB and PORT SAID.	TUESDAY, 21st December, at 4 P.M.
YAMAGUCHI MARU..... S. K. Watanabe	KOBE and YOKOHAMA	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU..... M. J. Curran	SHANGHAI, CHEMULPO, SHIMODA, NOSEKI and KOBE	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU..... E. W. Harwell	SHANGHAI, MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at 4 P.M.
IZUMI MARU..... R. Nonant	BOMBAY, via SINGAPORE (Transshipping Cargo for JAPA PORT), and COLOMBO	TUESDAY, 28th December, at Noon
*RIJU MARU..... A. Z. Moses	SEATTLE, WASH., U.S.A., via KORE and YOKOHAMA and HONOLULU	THURSDAY, 30th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Pass-gs, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager. (1664)

Hongkong, 2nd December, 1897

J. J. CARNAUD, 3, rue d'Argoul, PARIS

TIN BOXES STAMPED ARTICLES FOR

MILITARY EQUIPMENT

App's in Paris DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

To be Let.

TO LET.

WELLING HOUSES—BAHAR LODGE—4th PEAK. HOUSES IN RIFON TERRACE. Nos. 4 and 18, HOLLYWOOD ROAD. FLOORS IN STANTON and ELGIN STREETS. GODOWNS IN BLUE BUILDINGS. GODOWNS, PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 2nd December, 1897. (11)

TO LET.

HOUSE IN BELILIOS TERRACE. GROUND FLOOR GODOWN IN DUDDELL STREET.

Apply to BELILIOS & Co., Hongkong, 29th October, 1897. (1650)

TO LET.

FOR IMMEDIATE OCCUPATION. ON MODERATE RENTAL.

No. 2, BONHAM ROAD—NULLAH SIDE.

A COMMODIOUS DWELLING HOUSE, overlooking the Harbour, with 8 Rooms, Outbuildings and Garden.

Apply on the Premises or to Messrs. DAVID SASSOON, SONS & Co., Hongkong, 25th November, 1897. (174)

TO LET.

"CREGGAN" THE PEAK—Furnished, from 1st November.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 27th October, 1897. (1635)

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on TUESDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd December, 1897. (1786)

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Bay, will be despatched as above on MONDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd December, 1897. (1788)

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports TO-MORROW, the 5th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 4th December, 1897. (1785)

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"CROMARTY,"

to sail on the 8th December, 1897.

S.S. "SIEH" to sail about 15th Dec., 1897.

S.S. "PORT ADELAIDE" about 15th Jan., 1898.

S.S. "ARGYLL" about 15th Feb., 1898.

S.S. "HAZZEL" about 15th Feb., 1898.

S.S. "LE INOX" about 15th March, 1898.

For Freight or Passage, apply to DODWELL CARLILL & Co., Agents, Hongkong, 3d November, 1897. (1660)

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above on THURSDAY, the 9th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd December, 1897. (1789)

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU,"

Captain Hayashi, will be despatched for the above Port on TUESDAY, the 14th instant.

For Freight or Passage, apply to DODWELL CARLILL & Co., Agents, Hongkong, 3rd December, 1897. (1792)

FOR KOBE (DIRECT).

THE Steamship

"NANYO MARU,"

Captain Tomita, will be despatched for the above Port on TUESDAY, the 14th instant.

For Freight or Passage, apply to DODWELL CARLILL & Co., Agents, Hongkong, 3d December, 1897. (1793)

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FERNFIELD,"

Captain W. McFee, will be despatched as above on or about 15th December.

To be followed by the S.S. "YARROWDALE" about 15th Jan., 1898.

S.S. "HANSEAT" on or about 31st Jan., 1898.

S.S. "LYDERH" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to SHAW, TOMES & Co., Agents, Hongkong, 3rd December, 1897. (1765)

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 ft. American Ship

"NEW YORK,"

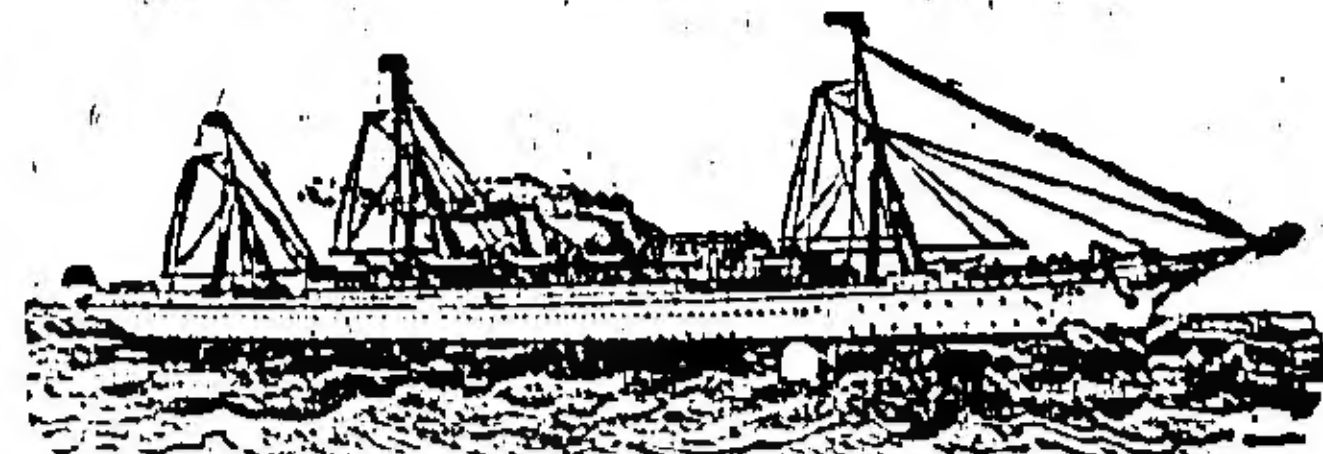
For freight, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHAW, TOMES & Co., Agents, Hongkong, 25th September, 1897. (162)

SAILING.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street. (13)

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 7th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 28th Dec., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, 15th Jan., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY, the 7th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 2nd September, 1897. (12)

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION-AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR HARTMAN'S BARTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINIKI'S PATENT MOTOR LAUNCHES &c.

Sole Agent for FERGUSON'S SPECIAL CREAM, and F.O.O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1897. (159)

Sails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern..... Tuesday... 7th Dec.
Prinz Heinrich..... Tuesday... 14th Jan.
Sachsen..... Tuesday... 11th March.

ON TUESDAY, the 7th day of December, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Frenk, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 4th Dec. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 6th Dec., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 6th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lenses can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 8th November, 1897. (1793)



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL and AMERICAN PORTS.)